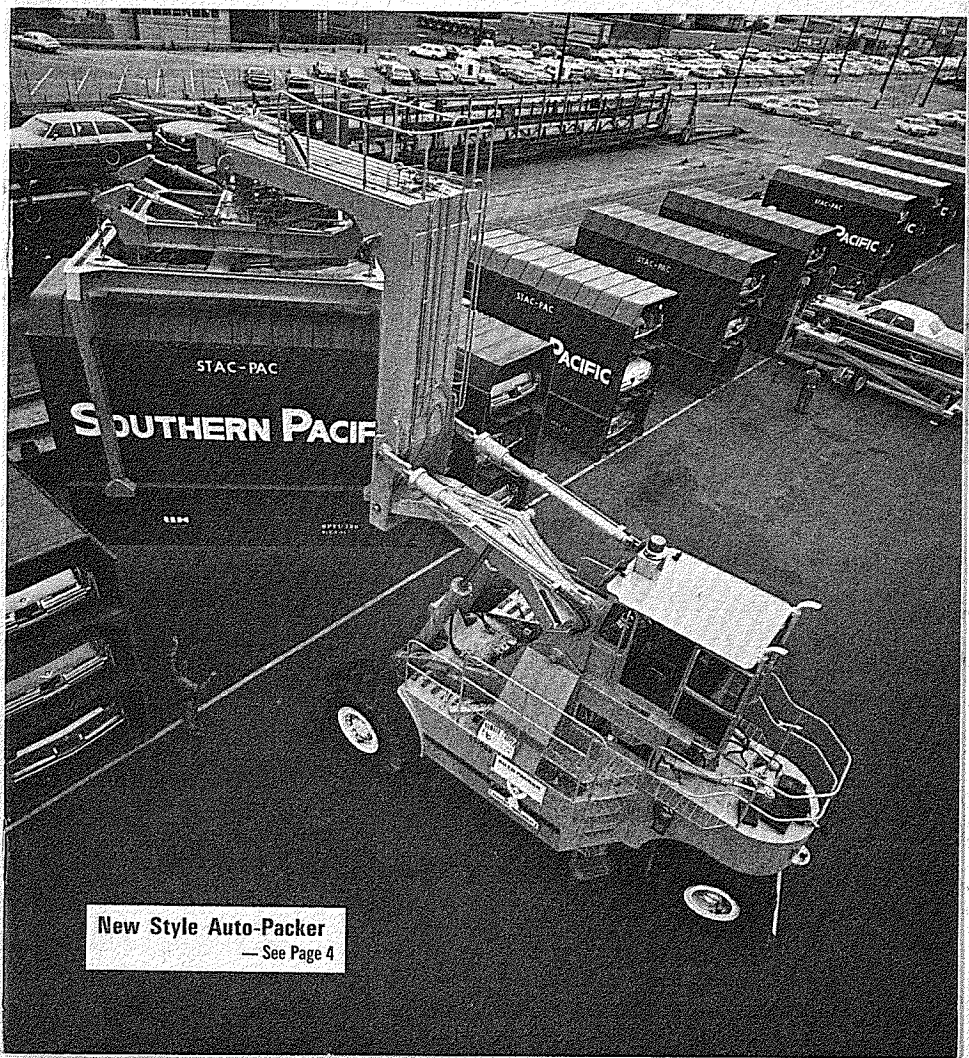
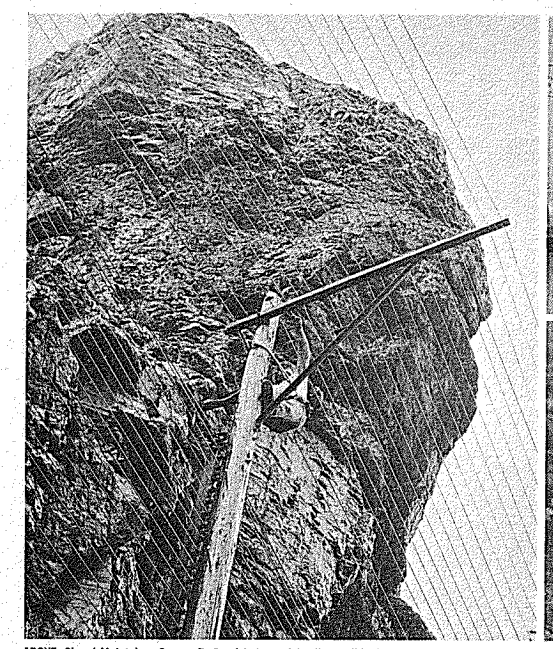
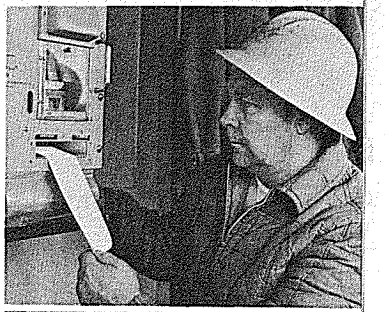
Southern Pacific
BULLETIN
OCTOBER, 1973



New Style Auto-Packer
— See Page 4







ABOVE: Signal Maintainer George R. Cornish (on pole) adjusts slide detector near Oakridge, Ore. Detector wires run both overhead and along side of track. Break in wire from falling rock puts train signals in stop position. ABOVE RIGHT: Signal Maintainer Robert D. Hanson checks operation of hot box recorder in crest tower at Eugene. ABOVE: Signal Maintainer Richard Klupenger tests fill slide detector near Fields, Ore.

Protecting our trains are 14 kinds of:

Electronic Watchmen

A MILE-LONG Southern Pacific freight train highballs down the main line, far from the nearest terminal.

Suddenly the conductor in the caboose sees a flashing red beacon on top of a trackside building. He immediately radios the engineer to stop the train.

The beacon, which looks like the rotating red light on top of an emergency vehicle, warns that something is dragging beneath one of the cars or that a car's wheels are off the rails. Either situation could cause the train itself to derail.

The dragging equipment detector is just one of 14 different types of "electronic watchmen" which help protect the trains operating over our lines.

Located along the right-of-way, they warn of hot boxes, slides, avalanches, fires, floods, loose wheels and other hazards to train operation. Many were designed by our own engineers.

Southern Pacific presently has 136 dragging equipment detectors in service, and it plans to install 200 more within the next 12 months. They have been placed in all of our gravity yards and other key terminals, on both sides of major structures like the Pecos High Bridge in West Texas, and in curve territory, where train crews have a restricted view of their trains.

This type of detector has six upright steel "paddles" mounted on a rod located about an inch above the trackbed. Anything dragging below the top of the rail flips over one or more of these "paddles" and activates the red beacon. (In gravity yards a red warning light appears on a panel in the crest control tower.) After being struck, the "paddles" spring back to the upright position.

Similar protection is offered by **derailment detectors.** We have 12 of these units, each consisting of a cast iron bar mounted in a moulding between the rails. The wheel of a derailed car breaks the bar, activating the red beacon and setting off an alarm bell in the dispatcher's office several miles away. Detectors of this type are usually installed in mountain areas, where snow removal equipment might strike the "paddles" of a dragging equipment detector.

Here are some other types of detectors currently keeping a watchful electronic "eye" on our equipment and facilities.

• **high load detector.** At 30 different points where highways go under our railroad, we have detectors to warn us if trucks with high loads on them hit our trestles. If a truck's load strikes the detector—a rail mounted just above the underpass—it breaks a mercury contact, causing a stop signal for trains until our people can check to see if the track structure is out of line.

• **alignment detector.** Our 450-foot bridge over the Pajaro River near Watsonville, Calif., is close to an earthquake fault. Protecting trains operating over it is a tripod-like device with a weighted pendulum in its center. If the earth moves enough to affect the alignment of the bridge, the pendulum's swing will break a contact, causing the track signals to register "stop." Another type of earthquake detector is in service at Niland.

• **fire detector.** Heat sensitive wire runs along the length of 17 of our bridges — most of them in remote locations. Even a small fire will burn through the wire, breaking a circuit and placing the train signals in a stop position. On one bridge near San Luis Obispo the fire detector activates an automatic sprinkler system.

• **slide detector.** Southern Pacific has miles of slide detector fences (a total of 75 installations) to warn against falling rocks, mud slides and avalanches. One type consists of low strength horizontal wires placed 10 inches apart. If one of the wires is broken, the train signals register "stop." Another type has both horizontal and vertical wires and is activated by pressure against the fencing. Sometimes both types are set off by elk and deer.

When trainmen get a stop indication from one of these detectors, they report the fact to the dispatcher, check their special operating instructions for a description of the detector, and then inspect the area to see if a hazard actually exists.

• **barricade detector.** These are placed at points where roads dead-end against our right-of-way fence and where there is a possibility that a fast-moving truck or auto might go through the fence on to our track. We have 32 of these units which are made out of heavy boards mounted on three-foot-high posts. They are wired so that if a vehicle hits them, a contact is broken and the train signals register "stop."

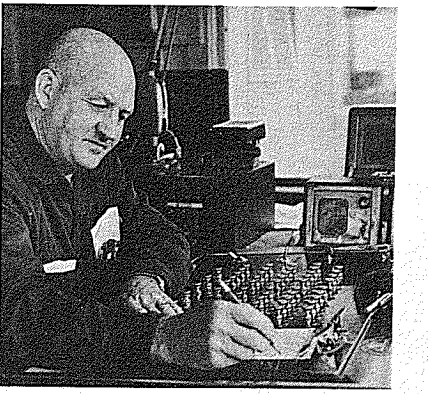
• **high water detector.** We have 186 of these units in service, most of them on bridges and trestles in Nevada, Arizona, New Mexico and Texas at points where there is normally little, if any, water, but a possibility of flash floods. They work much like the float ball in a toilet. Rising water pushes the ball up to the point where it breaks a circuit and places the signals in a stop position.

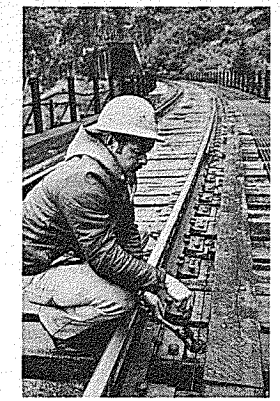
• **loose wheel detector.** As trains approach Roseville and El Paso, they pass over detectors which have an inner "shoe" between the rails. A loose wheel, contacting this shoe, causes warning marks to appear on the yard's hot box detector tape.

• **high-wide load detector.** These

LEFT: Preparing to adjust dragging equipment detector on the crest of the gravity yard at Eugene is Signal Maintainer Robert D. Hanson. Anything dragging from car below the top of the rail flips over one or more of the six steel "paddles" shown between and outside of the rails. RIGHT: When that happens, a red warning light appears on a panel in the crest tower. Using panel to monitor classification of cars is Engine Foreman Sam E. Evenson.







Signal Maintainer Richard Klupenger checks fire detector on bridge near Cruzatte, Ore. Heat sensitive wire runs length of bridge. Even a small fire will burn through wire, breaking circuit, and causing train signals to register "stop."

units are designed to protect bridges and tunnels from outsized loads. We have them at 12 points along our lines. Each consists of a framework over the track with photo-electric cells mounted at key points. If a load is too high or too wide, it interrupts the beams projected by the photo-electric cells, causing the train signals to go to the stop position.

• **low temperature indicator.** A light flashes at the approach of trains near Holborn in Eastern Nevada when the temperature goes below 32 degrees. This is to warn crew members to test their train's air brake system, which may be affected by the freezing weather. If the brake system is not functioning properly, moisture may have to be blown out of the line.

• **fill slide detector.** At Midlake, on the Salt Lake fill, and at Fields, Ore., where there is a cinder fill, we have detectors mounted on posts. If the fill slips, the posts tilt, mercury flows away from the contacts, an electronic circuit is broken, and the train signals register "stop."

• **snow detector.** At several points in the Cascade Mountains and at Black Butte, Calif., we have a device which measures the temperature and moisture content of the atmosphere. When these two factors combine to indicate the presence of snow, the device automatically turns on switch heaters or tells the dispatcher to do so.

• **hot box detectors.** Southern Pacific now has 370 of these detectors, more than any other railroad, and it is planning to install 38 more over the next few months. Each one measures infra-red radiation from passing freight car journals. By giving an advance warning of over-heating, which occurs when the journals and their bearings fail to receive proper lubrication, the hot box detectors make it possible to take corrective action before the over-heating leads to serious trouble.

We use two main types of hot box detector installations—an automatic set-up for remote areas and a monitored system designed to give carmen in yards an advance "picture" of the temperature of journals on incoming trains.

In the monitored system, differences in infra-red radiation detected from each journal are transmitted to a graph recorder at the yard, several miles away from the trackside scanners. The recorder has two pens, one for each side of the train. They make separate marks on graph paper for each journal, spacing them so that the number of cars can readily be counted. The length of the marks shows the difference between normal journals and those developing excessive heat.

The automatic system is usually installed in areas of heavy traffic, between terminals. The newest version features a display board with three lights and a read-out panel. The lights indicate which side of the train has the hot box, and whether more than one has been detected. The panel displays a number indicating how many axles from the rear of the train to the first hot box.

While hot boxes still continue to disrupt schedules and delay trains, railroads have made dramatic progress in dealing with this problem over the past few years. The rate of hot boxes per million car miles has declined by 90 per cent since the late 1950's.

According to the Association of American Railroads, the rate has been reduced from 5.48 per million car miles in 1957 to only 0.48 in 1972. Southern Pacific's record is even better at .34, or 25 percent ahead of the national average.

The improvement in journal performance has been brought about—in the main—by better lubricating devices for older cars with friction bearings and by the increasing number of roller bearing cars (which are less susceptible to hot boxes) on the nation's railroads. About one-third of all cars in the industry are now equipped with roller bearings. Southern Pacific's fleet is over 50 per cent roller bearing-equipped.

COVER

Speeding the handling of Stac-Pac containers loaded with new Cadillacs and Oldsmobiles at Oakland is an Auto-Packer with a rotary head. SP worked with the manufacturer on the development of this unit, first of its kind in the industry. The Stac-Pacs are loaded end-to-end on flatcars and placed side-by-side on the ground for efficient removal of the autos with an extractor (right.) The new Auto-Packer not only handles this job faster, but makes it possible to operate at points where space is limited. So far, we've handled about 12,000 '72 and '73 model Cadillacs and Oldsmobiles in Stac-Pac containers and about 2,500 of the '74 models.

New Book

"Rails Around the Bohemian Grove" is the latest title in a continuing series of books by Historian David F. Myrick, assistant to vice president, Treasury, San Francisco.

The handsomely printed and illustrated small volume traces the history of several little railroads along the lower Russian River in California that are all gone now.

The book is distributed by The Holmes Book Co., 274 14th St., Oakland, Calif. 94612, and sells for $5.95 plus tax, postpaid.

New Posts for Ball, Sloan and Fox

Several major changes were announced recently by Vice President-Operations R. D. Spence—all effective September 1.

Carl A. Ball, assistant vice president-labor relations, was named assistant vice president-operations; and Lee W. Sloan, manager of labor relations, was appointed assistant vice president-labor relations. They will continue to direct the Company's labor relations activities.

L. M. Fox, first assistant manager of labor relations, was named assistant vice president-personnel, succeeding S. B. Burton, who retired August 31 after 33 years with Southern Pacific. Fox will head the Company's 12-state Personnel Department.

Named to new posts in the Labor Relations Department were: R. L. Mayhew, to manager-special projects; G. E. Moss, to assistant manager-special projects; C. E. Lamb, to manager-administration; and Vernon Strange, to equal opportunity officer.

Ball joined the Company on the Tucson Division in 1936, after attending the University of Arizona. After holding various Operating Department posts, he was appointed manager of personnel in 1964 and assistant vice president-labor relations in 1969. He has completed the Stanford Transportation Management Program and the M.I.T. Senior Executives Program.



C. A. BALL



L. W. SLOAN



L. M. FOX

Sloan, a graduate of the University of California, entered Southern Pacific service at Tracy in 1937. He was named first assistant manager of personnel in 1964 and manager of labor relations in 1969. He, too, has completed the M.I.T. program.

Fox, who grew up in Bakersfield, joined Southern Pacific at Dunsmuir in 1937, serving as a locomotive fireman and engineer, engineer instructor and assistant road foreman of engines, before being named assistant manager of personnel in 1954. He became first assistant manager of labor relations in 1969. Fox has completed Stanford's Transportation Management Program.

Hudson Named Asst. VP-Traffic

Robert C. Hudson has been named assistant vice president-traffic, with headquarters at San Francisco. He will have systemwide responsibility for our railroad's rate and division activities.

A native of Chicago, Hudson began his Southern Pacific career there in 1943. After Air Force service during World War II, he returned to the railroad at Chicago.

In 1954 he was named assistant general freight agent at San Francisco, moving up to freight traffic manager nine years later. He became general freight traffic manager-rates and divisions in 1968 and was made responsible for supervising all of Southern Pacific's rate-making matters. He has been general traffic manager since mid-1971.

Hudson has completed advanced management programs at Harvard and Stanford.



R. C. HUDSON

They Teach Shippers

About 50 shipper representatives are taking a college-level rate course developed and taught by John Z. Masson, assistant district traffic representative, and Norman Langberg, chief clerk, both of the Eugene, Ore., traffic office.

The 10-week, 30-hour course is being given at Eugene's Lane Community College. It is geared to the handling of lumber products in Oregon, since the majority of the students work for lumber companies. Several Southern Pacific people are also taking the course.

"The Eugene Traffic Club had been promising shippers a course of this kind for several years," explains Masson, "and we decided to put one together. It's been a lot of work, but we feel it meets a real need."

Masson and Langberg are both "excellent rate men" in the words of their boss, District Traffic Representative W. L. Peebles. Masson started with Southern Pacific in 1953 and was chief rate clerk at Portland before transferring to Eugene in 1972. Langberg has been in rate work since he joined the Company three years ago.

Care for the Environment Is Everybody's Job

A FEW MONTHS AGO, an official of the Riverside County Air Pollution Control District in Southern California praised Southern Pacific's efforts to reduce locomotive exhaust emissions, describing our units as "the cleanest locomotives anywhere in the U.S."

That comment represents the happy ending to a story involving employe-management cooperation to solve an environmental problem.

A year earlier, the district had told us that some of our locomotives were smoking excessively while climbing Beaumont Hill.

In ascending this hill, over which our Sunset Route trains reach the Los Angeles Basin, westbound locomotives must pull trains from an elevation of *minus* 196 feet at Mecca to nearly 2,600 feet at Beaumont—in a distance of 63 miles.

"Most of the locomotives that were smoking under the strain of going up the hill were operating perfectly by the time they got to Los Angeles, so we had no way of knowing there which ones needed adjustment," explains T. O. Siegmund, assistant chief mechanical officer-locomotive.

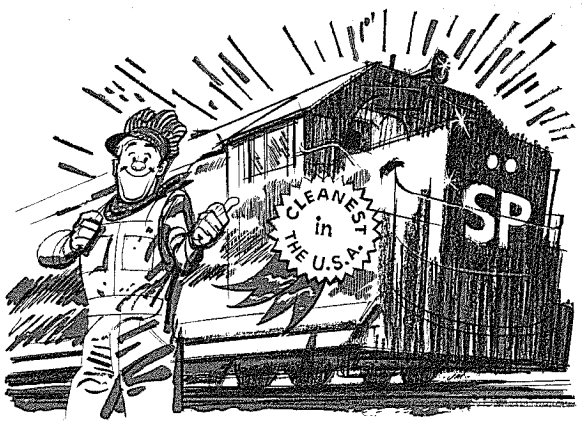
To remedy the situation, the Operating Department asked employes in the Beaumont Hill area to phone the numbers of any units that appeared to be smoking to the Mechanical Department, so that they could be cut out of consists and adjusted as necessary.

Thanks to the cooperation of trainmen, enginemen, maintenance of way employes and others, the locomotive units were identified and adjusted, and the problem was solved.

Southern Pacific's overall efforts in the field of environmental protection are, of course, far more extensive and fundamental than this one example.

A story on just one of the research projects we are conducting in this field appears on page 7.

Last year, the Company spent about $6.5 million to keep its operations compatible with the world we live in (See June, 1973 *Bulletin*), and it may well spend $55 million more in the next five years.



"That's a lot of money," Vice President-Operations R. D. Spence points out, "but money can't do the job by itself. To be really well spent, it's got to have our care and concern behind it."

"We're not a compact plant located on a five-acre site where environmental protection matters are all within arm's reach," he adds. "We operate over a 14,000-mile-long piece of real estate that extends into 12 states. Whatever we do in that huge stretch of environment not only affects, but is highly visible to, our many neighbors. Keeping it as pollution-free as possible is a job that belongs to all of us."

"We have an excellent reputation for 'good citizenship' in environmental matters," Spence says, "but we can't let down our guard for a moment."

Here are some examples of the kinds of problems that can arise when somebody gets careless or fails to keep the environment in mind. These incidents all happened within the past few months.

- An operating employe was fueling a locomotive. Relying on an automatic cut-off device to stop the flow of fuel when the locomotive's tank was filled, he left the scene for a few minutes. But the automatic cut-off device failed to function, because it was not compatible with that particular type of locomotive. The tank overflowed and several hundred gallons of diesel fuel poured out on the ground and eventually seeped into a river. Southern Pacific is presently planning to spend more than $42,000 on expanded facilities at this location to prevent future "spills."

- A signal maintainer unpacked a cardboard carton of parts. To dispose of the carton, he burned it with some other trash, breaking a local regulation prohibiting open burning.

- Members of a train crew used wood and rags to build a fire in a caboose stove designed to burn high-grade kerosene. This created heavy smoke in violation of county air pollution standards.

- An MofW employe failed to fill a water tank connected to a spraying device on a ballast cleaner. Since the big machine was not spraying the area where it was working, it churned up needless clouds of dust.

- A shop worker neglected to have waste solvents and oil pumped out of a retaining tank and hauled away. The tank overflowed into a storm drain, and the effluent eventually found its way into a nearby body of water.

- Some transients set fire to a mattress and other trash in one of our yards. Scores of employes saw the fire and resultant smoke, but they did not report it and no corrective action was taken.

"In each of these cases Southern Pacific was cited and/or fined by one of the hundreds of pollution control bodies along our lines," Spence states. "Every single incident could, of course, easily have been prevented."

General Attorney W. Harney Wilson, who heads the Company's Environmental Committee, points out that "it makes matters worse if those involved in such incidents fail to let Southern Pacific know about them."

"If we know we have a problem," he says, "we can take immediate steps to correct it and, at the same time, let the proper authorities know that we intend to cooperate to the fullest extent possible."

Spence sums it all up:

"All of us can help protect our surroundings in two simple ways," he says.

"One, *don't* contribute to the pollution problem by your own actions. Use the proper waste disposal facilities provided by the Company, and keep 'good housekeeping' in mind in your own area of operations.

"Two, *do* let the Company know if you see any condition or facility that does not appear to meet proper environmental standards.

"Care for the environment is an important part of our responsibility," he adds, "and it's one from which we all stand to benefit."

Communications Men Move Up

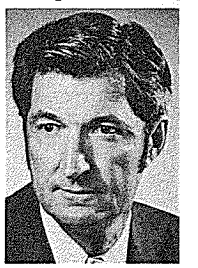
John N. Albertson, general superintendent of communications - system, has been promoted to assistant to vice president, with headquarters at San Francisco.

He also retains his present position as vice president and general manager of Southern Pacific Communications Company, a subsidiary which offers common carrier communications services to business, industry and government.

Succeeeding him is Merle C. Blanton, asst. general superintendent of communications since 1972.



J. N. ALBERTSON



M. C. BLANTON

Albertson, an electrical engineering graduate of New Haven College, joined the Company in 1951 as communications engineer at Houston. He became assistant general superintendent of communications at San Francisco in 1960 and was promoted to general superintendent in 1961.

During his 22 years in the Communications Department, Albertson has supervised the engineering and design of what has become the nation's largest privately-owned microwave network covering more than 6,800 miles. He also initiated the studies which led to the formation of SP Communications Co.

Blanton began his Southern Pacific career in 1948 and served as a lineman, equipment installer, communications engineer and microwave engineer, before being named assistant superintendent of communications in 1967. He has completed the Stanford Transportation Management Program.

Also moving up in the department are: Wesley R. Deckert, to assistant general superintendent of communications, succeeding Blanton; Roy L. Robinson, to assistant superintendent of communications; and Rex L. Hiatt, to assistant to superintendent of communications.

Research Study Completed

Southern Pacific's Technical Research and Development group, working jointly with the Research and Test Department of the Association of American Railroads, has developed methods of "certifying" that individual locomotive units have met air pollution standards with respect to visible engine exhaust emissions.

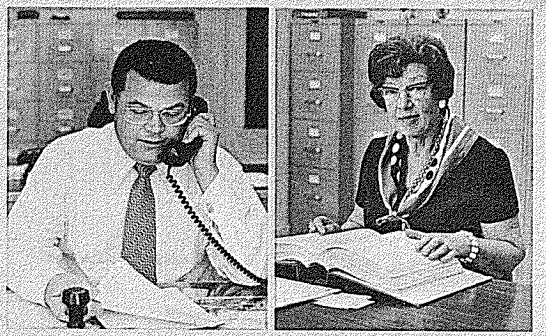
The study, just completed, recommends that, as an initial step, new locomotives be "certified" as pollution-free before leaving the builder's plant.

The report covering the project includes an evaluation of available types of smoke meters and recommends the most effective types for the certification procedures.

The AAR will use the results of the study to help the nation's railroads improve their control over locomotive exhaust emissions and as a means of bringing about more uniform emission standards.



ABOVE: Fred H. Moses, right, Stockton District traffic representative, chats with John Woodward, manager of the huge Libby-Owens-Ford plant at Lathrop. A portion of the 900,000-square-foot plant, which manufactures automobile windshields and other types of glass, can be seen in the background.



ABOVE: Helping with the job of selling our service at Stockton are Chief Clerk Don J. Transano, left, and Mrs. Melba Seeberg, rate clerk.

BELOW: Discussing a service matter at the Duraflame-California Cedar Products plant in Stockton are l-r, Traffic Representative Dale M. Smith; District Traffic Representative Fred H. Moses; and plant officers Bill Wilkinson, office manager; Ben Ubaldi, expediter; and Don Wilson, administrative assistant. The plant, which has recently tripled its volume, makes pencil blanks and fireplace logs.



Southern Pacific's Stockton Traffic District:

They Have Service for Sale

THE PHONES start ringing before 8 a.m. in the Stockton District Traffic Office, and the calls keep coming in steadily until after 5 p.m.

"We have about 800 customers in this district, and they aren't at all bashful about calling—which is fine with us," says Fred H. Moses, district traffic representative. "That's what we're here for—to help shippers and sell service."

The Stockton District covers a 150-mile-long, 50-mile-wide swath of California's lush San Joaquin Valley—one of the fastest-growing areas on the Southern Pacific System.

It originates a tremendous variety of products, including fresh fruits and vegetables from the valley's fertile fields, orchards and vineyards; canned goods; wine; packaged breakfast cereals, cake mixes and other processed food items; minerals; automobile glass; chocolate and other confectionary items; refined sugar; animal feed; forest products; cement; cardboard cartons—the list goes on and on.

Canned goods are shipped from 36 points on the district, making it one of the largest cannery centers in the nation. Several major wineries are located in the area. So is the huge Libby-Owens-Ford plant at Lathrop, with 900,000 square feet of factory and offices under roof. This plant manufactures 4,000 automobile windshields a day (in addition to other types of glass), starting with silica sand, soda ash, and other basic raw materials.

Competing for traffic in the Stockton District are 10 railroads and 20 major trucklines. The City of Stockton is also served by a deep water port.

"To win traffic in this area, we have to be professionals," Moses says. "Shippers today need and expect nothing less. That means not only knowing our own business thoroughly, but also learning enough about how a customer handles his commodity to be able to recommend precisely the right type of equipment and service. We feel it's up to us to help shippers keep their transportation costs down, so that they can stay 'healthy' and continue to be our customers."

"We also have to know a lot about this area," Moses adds, "so that we can talk intelligently with people who are considering locating businesses here. We often get calls from as far away as Philadelphia. We offer all the help we can, of course, and also refer the inquiries to our industrial development experts."

Moses' staff includes Kent A. Rossi, assistant to district traffic representative, whose headquarters are at Modesto; Traffic Representatives Dale M. Smith, G. D. (Dale) Cundick, and Mark W. Johnson; Chief Clerk Don J. Transano; Mrs. Melba Seeberg, rate clerk; and Mrs. Harriet Lucas, steno-clerk.

Working closely with them is R. E. (Dick) Pratt, newly-appointed area manager for Intermodal Services in the San Joaquin Valley. His responsibility is to help bring about the realization of what he feels is a "tremendous potential for piggyback service in the area."

"We also have a close and cordial working relationship with Asst. Superintendent Ken W. Dixon, principal railroad operating officer here; PMT Terminal Manager D. L. Meier; and PFE District Agent S. J. Albanese," Moses points out.

Youngest member of the district's staff is Mark Johnson, 25, an accounting and marketing graduate of the University of Southern California, who recently completed the Traffic Department's intensive Sales Training Program.

"The great thing about this job is its variety," Mark says. "Every day is different. I also enjoy working with people and solving problems. You can never know enough about this business, but I'm learning a little more each day with the help of the people here."

Stockton District staff members spend a lot of time working on service matters—making sure that our customers are getting what they need with respect to spotting, pick-up and delivery of cars and similar matters.

"After all, that's part of salesmanship, too," Moses says.

Sometimes these matters become critical. For example, the Libby-Owens-Ford plant has glass furnaces that operate around-the-clock, 365 days a year. They cannot be shut down without damage, and they must be fed a steady diet of raw materials delivered in carload lots by Southern Pacific.

If one of these cars is delayed—whether on another railroad or ours—and the plant's supply is low, a staff member must call "all over" to get it moving. He may also have to arrange for a midnight delivery.

The firm's outbound movements of automobile glass are equally critical.

"We can't miss a single day's shipment to the General Motors assembly plants," explains John Woodward, L-O-F's plant manager, "because that could delay or even shut down their operations. Lots of times SP has come out late at night to make switches for us and keep us on schedule. We really appreciate that kind of service."

"Only a small percentage of the cars we handle are these types of 'shut-down' cars," Moses says, "but every car is important—not only to the shipper and consignee, but to us—and we try to keep that in mind in all our dealings with customers."

A veteran traffic man, Moses started with the Company at San Francisco in 1936. He has held his present post at Stockton since 1967. He is proud of his staff—an experienced, competent group of people.

"They are all self-starters," he says. "They have to be. We're too busy on this district to get the job done any other way."

BELOW LEFT: Discussing the potential for increased piggyback traffic in the San Joaquin Valley are R. E. (Dick) Pratt, area manager, Intermodal Services; and G. D. (Dale) Cundick, traffic representative at Stockton. BELOW RIGHT: Mrs. Harriet Lucas, steno-clerk, helps keep the paper work flowing.





NWP Wins Award

The Northwestern Pacific Railroad, a Southern Pacific subsidiary which serves California's north coast, has won a first place award from the National Safety Council as the safest railroad in the nation in its category—railroads working less than one million man-hours annually.

Employes of the NWP set a perfect safety record in 1972, going through the entire year without a single fatality or lost-time injury.

"We're very pleased to have received the highest award for safety among railroads of our class," said William M. Jones, superintendent of the Western Division and vice president and general manager of the NWP, "but we're even more pleased with the fact that we went through the entire year without a single reportable accident."

L. Bates Young, 80, retired assistant to the president, died September 13 at Harkness Community Hospital in San Francisco. Mr. Young, who retired in 1958 with 50 years of service, was a member of the hospital's board and a founder of its auxiliary.





LEFT: E. F. (Ted) Evans, left, our senior coordinating Junior Achievement advisor at San Francisco, confers with Ian A. P. Roger, executive director of Junior Achievement of San Francisco. RIGHT: Ted looks on as three high school age Achievers discuss what product their J.A. firm will manufacture.

Ted Evans, who has record service as a J.A. advisor, says:

"Kids Are My Hobby"

WITH 13 YEARS of service as a Junior Achievement advisor, E. F. (Ted) Evans, chief of the Traffic Department's file bureau in San Francisco, has more "whiskers" than any other J.A. advisor in the western states.

"In fact, with that much service, he ranks among the top two or three J.A. advisors in the country, and that includes nearly 24,000 men and women," says Ian A. P. Roger, executive director of Junior Achievement of San Francisco, Inc.

Under the nationwide J.A. program, 15 to 20 high school students form a miniature "corporation," raise capital by selling dollar shares of stock, manufacture and market a product, and liquidate at the end of the school year, hopefully returning a profit to their shareholders. In the process they learn first-hand how America's business system operates.

Ted has not only served as an advisor to one of these pint-sized firms each year, but for the past five years he has also been Southern Pacific's senior coordinating advisor in the San Francisco J.A. Center, giving counsel and assistance to the advisors of other SP-sponsored J.A. firms.

"He actually serves as senior advisor to all 72 J.A. companies in this center," Roger points out. "He's our combination gray beard, father confessor and trouble shooter. Ted has given so much time and effort to the program that we consider him an unofficial staff member."

At this year's "Future Unlimited" banquet in San Francisco, the J.A. organization presented Ted with a silver tray in recognition of his "outstanding contributions to Junior Achievement."

During the school year, Ted spends four nights a week at J.A. headquarters, working with advisors and youngsters.

"My real hobby is kids," he explains. "I think the J.A. program is important, not only because it teaches them basic facts about the system that has produced the highest standard of living in the world, but also because it gives them a chance to develop as people. I've seen a lot of kids on the edge of going nowhere, but who were started in the right direction by Junior Achievement."

Ted keeps in touch with the young people in his J.A. companies through high school and even beyond. He is often invited to visit their homes and to attend graduations and weddings.

At least three children of former Achievers have been named after him, and he is the godfather of several others. Dozens of parents have credited him with persuading their youngsters to stay in school and work for good grades so that they can get into college.

Because the young people trust him, they often refer their friends who are in trouble to him. He always manages to find help for these youngsters.

Ted has been with Southern Pacific since 1952. He is single ("but I enjoy dating") and a combat veteran of World War II. He has a slightly gruff, no-nonsense manner with young people, but underneath it is a genuine warmth and concern for their welfare. The Achievers respond to this.

"They make me feel like a favorite uncle," Ted says with a smile.

During 1972-73, the Company's 23rd year of participation in the J.A. program, we sponsored 26 J.A. firms in 14 cities from Oregon to Texas.

In addition, the Company contributed financially to eight other J.A. centers.

About 100 Southern Pacific people served as adult advisors to the J.A. companies, giving more than 500 Achievers a chance to participate in the program.

Shown in the box on page 10 are the main awards and scholarships won by the J.A. firms we sponsored.

Awards Won by SP-Sponsored J.A. Firms
(1972-1973)

J. A. Firm	Location	Awards
"The Main Ingredient"	San Francisco	5 "Executive Awards" 2 $100 scholarships Area Finalist for "Company of the Year"
"Woodstock"	San Francisco	"Executive Award" $150 scholarship
"Horizons Unlimited"	San Francisco	President, Achievers Assn. "Outstanding Junior Boy" $350 scholarship $100 scholarship
"Sassy Glass"	San Mateo	"Outstanding Junior Boy" $100 scholarship
"Consolidated Moon Workers"	Fremont	"Company of the Year" "Area Company of the Year" "$1,000 Sales Company" "Officer of the Year"
"Crazy Crafts"	San Leandro	"Company of the Year" "Annual Report of the Year" "$1,000 Sales Company" $150 scholarship
"Saptomac"	San Leandro	$150 scholarship
"Jay-Star"	Eugene	"Treasurer of the Year" $250 scholarship
"Silk-Ilk"	Tucson	$100 scholarship 2 "Executive Awards"

Fodness and Thompson Advance

Several major changes have taken place recently in the Accounting Department at San Francisco.

C. M. Bill, senior assistant controller, retired August 31 after nearly 49 years of Southern Pacific service.



C. M. BILL

H. N. Fodness, manager - corporate taxes, and D. C. Thompson, manager - corporate accounting, were both named assistant controllers, effective September 1. Fodness will continue to have jurisdiction over corporate tax matters, and Thompson over corporate reporting activities.

Named administrative assistants in Fodness' office were R. E. McCarty, P. J. Murphy, J. Otahal and J. W. Posey.

Appointed to the same positions in Thompson's office were J. A. Magri, F. J. McCarthy and J. D. Soares.

Bill, a native of Canada, joined Southern Pacific's Accounting Department in 1924. After holding various corporate tax posts, he was named income tax auditor in 1962, assistant general auditor in 1968 and senior assistant controller in 1972. He is a licensed public accountant in California.

Fodness, an accounting graduate of the College of St. Thomas in St. Paul, Minn., spent several years in public accounting and held tax accounting posts with the Northern Pacific, PFE and Union Pacific, before joining our Company in 1969. He was named manager-corporate taxes in 1970.



H. N. FODNESS



D. C. THOMPSON

Thompson, a graduate of the University of Portland and a Certified Public Accountant, joined Southern Pacific in 1965 as an administrative assistant. He became successively assistant internal auditor, assistant to general auditor and, in 1971, manager-corporate accounting.

New Neighbor

One Market Plaza, the exciting new office building complex being built on the same block as our General Office Building in San Francisco, will be world headquarters for the Del Monte Corporation. The firm now has more than 200,000 square feet of office space under lease with options to nearly double that in the future, out of a total of about 1.4 million square feet in the project. Del Monte and other tenants will move in in the fall of 1975.

The $81 million complex will have two complementary office towers—43 and 28 stories high. Pile driving for the foundation of One Market Plaza is now about 57 per cent finished and is due for completion by the end of this year.

First Issue

Just out with its first issue is *Intermodal News*, a new Company publication containing general information on the various services we offer intermodal shippers.

The four-page, letter-size quarterly is being sent to all of our intermodal clients, both domestic and international, as well as to Southern Pacific traffic and intermodal offices. Future plans include a special Japanese language edition.

Editorial content includes both current news and articles worth keeping for reference on the location of our facilities, their capabilities, how they work and who runs them.

Editor of *Intermodal News* is John Lubimir, special assistant to the assistant general manager-sales, Intermodal Traffic.

Satellite to Extend SPCC's Coverage

Southern Pacific Communications Company and Western Union Telegraph Company have agreed to the exchange of leases of communications satellite and terrestrial microwave transmission facilities.

SPCC will use Western Union's Westar domestic satellite system to extend the coverage of its specialized communications services from the West Coast and Texas to New York, Chicago and St. Louis.

Westar, the nation's first domestic communications satellite system authorized by the Federal Communications Commission, is scheduled for launch in April, 1974.

The satellites are designed to serve all 50 states and Puerto Rico and will offer voice, data and video services.

Western Union will use SPCC's microwave radio relay network, now under construction, for Western Union communications traffic to major Southwestern cities, beginning with connections from Dallas to Houston, Austin and San Antonio.

Subject to certain regulatory requirements, service under both lease arrangements is to be under way by mid-summer, 1974.

The total revenue potential of the facilities involved in the exchange is in the range of $5 million to $10 million for the first three years.

C. Gus Grant, president of Southern Pacific Communications Company, explained that "use of the Western Union satellite transmission facilities will give SPCC an early opportunity to offer its private-line customers nation-wide service for a wide range of specialized voice and data communications systems."

Initially, Western Union plans to orbit two satellites (a third held in reserve) to send and receive signals from five earth stations at key points across the nation.

Buying Bonds

If you are purchasing U.S. Savings Bonds under the Payroll Savings Plan and the bonds you are buying are in the name of someone other than yourself, Southern Pacific must have the Social Security account number for such persons in order to comply with a new requirement of the U.S. Treasury Dept.

Please furnish the name of the person for whom you are buying bonds, his Social Security account number, together with your name, occupation, payroll audit number and work location, to M. F. Ryan, Manager, Payroll & Miscellaneous Services, Southern Pacific Transportation Co., One Market St., San Francisco 94105. If more than one owner is involved, please furnish the names and S.S.A. numbers for each.

If the owner(s) does not have a S.S.A. number, an application for one can be made at the nearest office of the Social Security Administration.

Appointments

ACCOUNTING DEPARTMENT: L. E. Carroll, to assistant manager, Revenue Services; **R. A. Finkes,** to assistant to manager, Revenue Accounting, both at San Francisco; **Russell Hinis,** to assistant manager, Los Angeles Zone Office.

OPERATING DEPARTMENT: R. R. Park, to assistant district road foreman of engines; **H. D. Brown,** to assistant trainmaster, both at West Colton; **G. L. Bonne** to assistant trainmaster, Los Angeles; **W. B. Eckardt,** to acting assistant trainmaster, Carlin; **H. C. Folks,** to acting assistant trainmaster, Ogden.

PACIFIC MOTOR TRUCKING: J. R. Taylor, to traffic representative, Redwood City.

Retirements

HOUSTON DIVISION AND REPAIR PLANTS: Clarence Fears, brakeman; **Antonio L. Flores,** carman; **Willie Robinson,** stevedore; **Frederick E. Spence,** agent; **Carlton A. Brasher,** claim and utility clerk; **Homer C. Collins,** conductor; **Alvin L. Cotton,** car foreman; **Clarence Day,** foreman; **Corry H. Jones,** lead stevedore; **Charles H. Martin,** locomotive engineer; **Raymond A. Monmouth,** brakeman; **Earvin W. Reynolds,** foreman; **Julius J. Sicinski,** yardmaster; **Charlie L. Gibbons,** car inspector; **Clayton S. McCuistion,** locomotive engineer; **William R. Norman,** laborer; **Hobard Starns,** telegrapher clerk; **Erich C. Zunker,** agent telegrapher; **Clyde A. Webb,** machinist.

LAFAYETTE DIVISION: Rousseaux Burney, laborer; **Ben E. Reppond,** laborer; **Isiah J. Feast,** carman; **Thomas J. Garrett,** switchman; **Alton B. Humphreys,** brakeman; **Albert Louis Judice,** switchman; **Alfred Simon,** laborer; **Wilson Smith,** locomotive engineer; **Ferdinand H. Boeckelmann,** car inspector; **Walter T. Finn,** locomotive engineer; **Andrew C. Lacour,** conductor; **John B. Nepveux,** locomotive engineer; **Osstelle B. Stevenson,** brakeman; **Oliver C. Sutherland,** clerk caller.

LOS ANGELES DIVISION AND REPAIR PLANTS: Elmer L. Anderson, zone billing clerk; **Laura E. Brown,** asst. chief yard crew dispatcher; **Juan Centeno,** foreman; **William J. Edmisten,** sheet metal worker; **Jose R. Gonzales,** foreman; **Joe R. Gutierrez,** sheet metal worker; **Edward Hall,** car inspector; **Gordon E. Jackson,** locomotive engineer; **Amrice B. Leonard,** switchman; **Frank N. Lujan,** carman; **Charles W. Parker,** brakeman; **Crispin Rodriguez,** B&B carpenter; **John H. Sandford,** scale inspector; **Mitchell J. Scarborough,** fireman; **Edwin H. Shaffer, Jr.,** locomotive engineer; **Elijah Spencer,** cook; **Ernest C. Thumm,** brakeman; **Cecil A. Belew,** assistant supervisor; **Maximiano Bravo,** truck driver; **Cornelio C. Chavez,** laborer; **Albert T. Davis,** switchman; **Travis G. Fain,** asst. foreman; **Percy Foster,** laborer; **E. W. Grady,** patrolman; **Raymond R. King,** car inspector; **Clarence A. Mair,** check clerk; **Thomas J. Marque,** machinist; **Harold H. Meyer,** ticket clerk; **Genaro A. Murillo,** laborer; **Joseph R. Perdew,** carman; **Frances G. Pazillo,** mimeograph operator; **Earl E. Phares,** industry clerk; **Edward T. Puente,** truck driver; **Refugio J. Quezada,** laborer; **Charles W. Slatter,** switchman; **Robert P. Towers,** conductor; **Walter J. Barr,** locomotive engineer; **Edward E. Brown,** switchman; **Samuel J. Collins,** waiter; **Wilder C. Dupuy,** electrician; **Allen C. Endicott,** locomotive engineer; **Manuel Gonzales,** laborer; **John L. Green,** train crew dispatcher; **Opal F. Haas,** zone collection clerk; **Francis P. Huddleson,** engine foreman; **David E. Hughes,** B&B foreman; **Abner C. Hunt,** lounge car attendant; **Berton L. Krill,** check clerk; **Earl F. Lamm,** locomotive engineer; **Carl R. Mallehan,** conductor; **Tony R. Martinez,** freight carman; **William B. Miller,** brakeman; **John O. Seale,** machinist; **Raymond E. Praun,** yardmaster, Harbor Belt Line, Wilmington.

OREGON DIVISION: David I. Bierly, caboose supplyman; **Rollin A. Jennings,** engine foreman; **Edward G. Power,** car inspector; **Leroy R. Taylor,** clerk; **Lawrence A. Trotter,** foreman; **Hubert D. Aaron,** steelman; **Isham M. Bradley,** machinist; **J. F. Costa,** messenger; **Raymond P. Harkson,** locomotive engineer; **Gladys M. Lavoy,** clerk; **Harvey J. Schartner,** foreman; **Floyd N. Way,** laborer; **William W. Allen,** foreman; **Daniel C. Knowles, Sr.,** chief clerk; **Mary A. Louk,** car oiler; **Primo Puppo,** laborer; **Donald A. Stoddart,** traveling motor car mechanic; **Leroy R. Taylor,** janitor.

SACRAMENTO DIVISION AND REPAIR PLANTS: George A. Charron, electrician; **Fay Eddards,** carman; **George A. Gilbert,** switchman; **George L. Goodale,** switchman; **Lionel F. Griggs,** draftsman; **Everett E. Herd,** signalman; **Andrew L. Morse,** conductor; **Joseph Plescia,** sheet metal worker; **Ralph Spitzer,** laborer; **Stanley C. Thumm,** water service mechanic; **Osee P. Wagner,** freight carman; **Mary S. Walker,** stenoclerk; **Tony Baroja,** car inspector; **Joseph A. Battaglia,** carman; **Andrew L. Boyd,** signalman; **Marion A. Byers,** pipefitter; **Pablo R. Camacho,** laborer; **Evert D. Canady,** pipefitter; **Frank P. Cuevas,** laborer; **Alonzo L. Cunningham,** B&B carpenter; **Peter P. Dorotich,** machinist; **Leslie M. Ellithorpe,** locomotive engineer; **John J. Enos,** bar builder; **Glenn L. Hasla,** carman; **Justin F. Jensen,** carman; **Petar Jukich,** carman; **Willie R. Martin,** electrician; **Wilbur O. Moyer,** carman; **Joe Munso,** carman; **Fernando A. Paco,** laborer; **Marcus S. Reeder,** machinist; **Emogene Robinson,** wire chief; **Joseph H. Rush,** welder; **Glenn E. Selfridge,** foreman; **Charlie B. Shell,** B&B carpenter; **Freda C. Stank,** chief telephone operator; **Reinhold Triebwasser,** boilermaker; **Erland A. Victor,** carman helper; **Earl A. Whitson,** assistant supervisor; **Manuel J. Cabrera,** laborer; **Arvid W. Challburg,** switchman; **Paul O. Crabtree,** conductor; **Alvaro Furtado,** boilermaker welder; **Chester Gutowski,** electric crane operator; **Augustine Labrado,** boilermaker; **Tony B. Lozano,** car oiler; **Keith E. Madden,** B&B carpenter; **William Marr,** machinist; **William L. Norton,** pipefitter; **John E. Palmer,** millman; **Roy S. Rabohn,** switchman; **Earl L. Sanders,** welder; **John E. Smith,** painter helper; **David L. Thomas,** passenger carman; **Geronimo Urbina,** laborer.



DEFECT DETECTOR: Machinist Frank A. Cerecerez, who works at the El Paso, Texas, Diesel Locomotive Plant, points to one of the nine cracked locomotive wheels he has found in the course of his work over the past few months. For his alertness in finding defects that could have caused derailments, he has been awarded a special freight car decal for his safety hat.

SAN ANTONIO DIVISION: Ossie Alexander, laborer; **James Banks,** laborer; **Jesse M. Cavasos, Jr.,** signalman; **Otto E. Hilbrich, Sr.,** agent-telegrapher; **Pedro Montelongo,** laborer; **Jose L. Reyna,** laborer; **Floyd P. Rogers,** brakeman; **Fidel Vega,** laborer; **Wilbur O. Wright,** switchman; **Joe Carroll Bond,** brakeman; **Herbert L. Gibbs,** locomotive engineer; **Ben Gonzales, Sr.,** laborer; **Lawrence Rolland Mead,** locomotive engineer; **William C. Morris,** switchman; **John Alexander Peters,** locomotive engineer; **John Randolph Peyton,** laborer; **Thomas A. Albrecht,** lead traveling mechanic; **Allie Bledsoe,** laborer; **Pedro Bravo,** laborer; **Thoma B. Crow,** engine foreman; **Preciliano B. Gomez,** laborer; **Luther A. Harper,** locomotive engineer; **Rudolph J. Kosharek,** switchman; **Henry D. McMurrey,** foreman; **Jose D. Orta,** water service mechanic; **Truman E. Patton,** car inspector; **Robert W. Sutherland,** car inspector; **Clemente L. Vasquez,** stevedore; **Robert L. Walker,** conductor; **Olen J. Wallace,** chief IBM clerk; **Andrew P. Wiley, Jr.,** clerk; **Harvey L. Williamson,** locomotive engineer.

SAN JOAQUIN DIVISION: Laurence J. Patterson, conductor; **Neil O. Seeds,** locomotive engineer; **Viola D. Starr,** draftsman; **John G. Willson,** conductor; **Robert L. Black,** engine foreman; **Buckley D. Carmichael,** engine foreman; **Pete M. Tuculet,** conductor; **Fred A. Varga,** freight claim investigator; **Henry Virgil,** machine operator; **John C. Walgren,** conductor.

Retiring recently were, l-r, Ray W. Ehmke, senior asst. manager, Natural Resources, SP Land Co., San Francisco, 38 years; and Paul Caesare, asst. terminal superintendent, Oakland, 34 years.



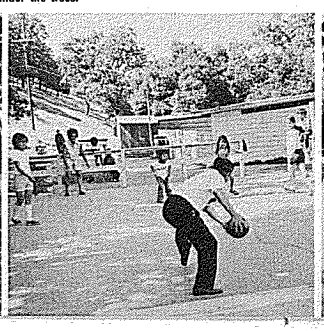
TUCSON DIVISION: Harry L. Brizzee, switchman; **Chon T. Conchola,** carpenter helper; **Fred Haykel,** carpenter helper; **Alfred L. Humphrey,** electrician; **Carl M. Johnson,** train dispatcher; **Elias Otero,** laborer; **Frank D. Selby,** engine foreman; **Mose M. Vance,** locomotive engineer; **Philip C. Allenbaugh,** yard clerk; **Vicente R. Diaz,** car inspector; **Marcellus M. Justus,** locomotive engineer; **Theodore E. McCammack,** switchman; **Roy O. Montgomery,** locomotive engineer; **Alejandro Moreno,** laborer; **Stanley P. Pliska,** clerk; **Paul G. Rivera,** relief clerk; **Miguel C. Rosales,** carman; **Calvin W. Taylor,** car inspector; **Delmar Todd,** switchman; **Salvador N. Valdenegro,** freight carman; **Tom R. Bain,** sheet metal worker; **Homer C. Baldridge,** locomotive engineer; **Jack Boian,** car inspector; **Ygnacio Bugarin,** laborer; **John I. Cooper, Jr.,** roundhouse foreman; **Rudolph H. Eberwein,** demurrage clerk; **James G. Farrens,** crew dispatcher; **Salvador G. Fernandez,** machinist; **Antonio Flores,** laborer; **William M. Gorman,** manager wire chief; **Herbert L. Grace,** foreman; **Hazel A. Hook,** timekeeper; **Lee M. Manion,** ticket clerk; **Albert F. Mazon,** car inspector; **Grace B. McBride,** agent telegrapher; **Lawrence E. McCaddon,** office engineer; **Jesus Montes,** laborer; **James R. Musgrove,** foreman; **Felix Ontiveros,** freight carman; **Chester C. Palmer,** freight carman; **Alejandro T. Reyes,** freight carman; **Cecil C. Seal,** conductor; **Archie R. Spurlock,** switchman; **Samuel Stell,** locomotive engineer; **Mary G. Steinebach,** key punch operator; **Henry Z. Valenzuela,** car inspector; **Elberta H. Jarnagin,** shovel helper.

WESTERN DIVISION: Fred L. Cauthen, patrolman; **Gilbert R. Dickey,** locomotive engineer; **Jesus C. Gomez,** laborer; **William C. Gray,** fuel oil attendant; **Clyde E. Hall,** switchman; **Robert A. Hutton,** switchman; **Joseph S. Jackson,** cook; **Marvin F. Lofton,** conductor; **Charles W. Meigs,** engine foreman; **Gilberto S. Minjares,** coach cleaner; **Myron Stranahan,** locomotive engineer; **William J. Asire,** agent telegrapher; **A. Costa, Jr.,** asst. foreman; **Margit W. Covington,** clerk; **Guilbert Dufour,** asst. engineer; **James W. Durham,** yardmaster; **Harry L. Gamble,** foreman; **Pedro Modesto,** motor car operator; **William L. Achterberg,** conductor; **Ernest D. Berwick,** stenoclerk; **R. V. Caravaca,** locomotive carpenter; **Daniel S. Cardenas,** laborer; **Hazelton R. Christensen,** train clerk; **Charles W. Croxton,** conductor; **Marvin B. Dahl,** janitor; **Manuel F. DeGuzman,** train clerk; **Kenneth J. Flynn,** switchman; **Claude L. Green,** carman helper; **Leroy L. Hays,** car inspector; **Enrique Lanto,** laborer; **Paul R. Lindsay,** machinist; **Hugo L. Marcelli,** pipefitter; **Daniel C. O'Connor,** patrolman; **Grace C. Niemela,** control clerk; **Sylvester G. Quinlan,** locomotive engineer; **Martha C. Sedlack,** janitress; **Leslie T. Sheridan,** locomotive engineer; **Thorn S. Skaros,** machinist; **Alonzo T. Starnes,** laborer; **Nicholas Vallejo,** machinist; **Oscar A. Walder,** electrician; **Charlie Walton,** truck driver; **Helen Daniel,** personnel services clerk.

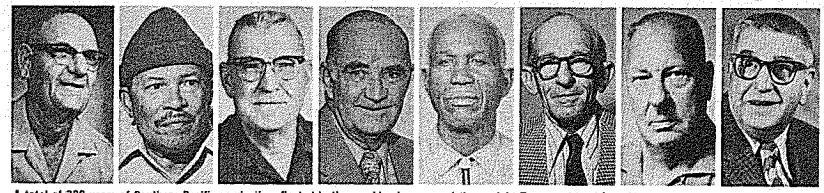
OTHERS: S. B. Burton, assistant vice president-Personnel, San Francisco; **C. M. Bill,** senior assistant controller, San Francisco; **P. H. Collins,** roadmaster, Dunsmuir; **B. J. Crone,** roadmaster, Eagle Lake; **W. M. Cummins,** sergeant, Police Department, Houston; **K. P. Ginn,** traffic representative, Los Angeles; **C. R. McNay,** general inspector, Air Conditioning and Car Lighting, Amtrak; **B. A. Palmer,** industrial engineer, Mechanical Department, San Francisco; **Loretta B. Potter,** secretary to Freight Traffic Manager, San Francisco; **C. E. Sorensen,** secretary-clerk, Bureau of Transportation Research, San Francisco; **Bryan W. Adams,** assistant manager, Labor Relations, Houston; **Nelson J. Benoit,** engineer assistant, Lafayette; **Laurence M. Black,** special agent, Police Department, San Francisco; **Thomas F. Custer,** chief train dispatcher, Roseville; **William**

There was fun for all ages at the Southern Pacific Club of San Francisco's annual outing held at Castle Creek Park in Walnut Creek recently. Left, a thrilled youngster draws the winning number for one of the prizes with the assistance of Lois Manning, vice president-socials, while President Paul G. Hefner looks on; center, a lively dodge ball game; right, relaxed bingo under the trees.









A total of 320 years of Southern Pacific service is reflected in the combined careers of these eight Texas and Louisiana Lines retirees. They are, l-r, Alfred F. Harvy, B&B foreman, Big Foot, Texas, 46 years; Jesse Williams, brakeman, Houston, 35 years; Hal E. Stafford, lead car inspector, Alice, Texas, 44 years; Wayne Claybourn, switchman, Houston, 35 years; Melvin Thompson, laborer, Flatonia, Texas, 36 years; William O. Bellah, machinist, Houston, 36 years; Lawrence M. Nunnery, switchman, Avondale, La., 50 years; and William J. Baumgarten, brakeman, San Antonio, 38 years.

Dolyniuk, roadmaster, Stockton; **James J. Harr**, asst. general traffic manager, Chicago; **Gilbert H. Huth**, track supervisor, Houston; **Lyle J. McHugh**, trainmaster, Carlin; **George K. Moran**, district traffic representative, Anaheim; **George W. Morgan**, general traffic representative, Oakland; **Earl A. Whitson**, asst. water and fuel supervisor, Sacramento; **Allan G. Arno**, assistant manager, Revenue Services, San Francisco; **Robert R. Ballard**, assistant manager, Los Angeles Zone Office; **Robert D. Campbell**, chief rate clerk, Traffic Department, Houston; **Benjamin J. Cecil**, car distributor, Oakland; **Ruben J. Chavez**, track supervisor, Carrizozo; **Judson E. Dakin**, senior assistant division engineer, Portland; **Jack A. Dolan**, examiner, Labor Relations, San Francisco; **Thomas P. Dudy**, assistant supervisor of car service, San Francisco; **Robert H. Fink**, senior land appraiser, Engineering Department, San Francisco; **Edna Gabardi**, secretary, Internal Auditor's Office, San Francisco; **Arthur D. Hyde**, traveling auditor, Internal Auditor's Office, San Francisco; **Clifford C. Mikkelson**, asst. terminal superintendent, Eugene; **Henry A. Nelson**, special accountant, Disbursements Accounting, San Francisco; **William I. O'Leary**, land agent, Real Estate Department, San Francisco; **Donald E. Olson**, trainmaster, Portland; **Maurice G. Scott**, traffic representative, Los Angeles; **Charles T. Strong**, trainmaster Beaumont; **Fred E. Tardy**, senior asst. division engineer, Tucson; **Herman Wagner**, special agent, Police Department, Houston; **Lillian K. McLeod**, voucher certifier, Disbursements, San Francisco.

Deaths...

DALLAS DIVISION: Pensioners: **Sherman H. Pippin**, section foreman; **Alfred L. Winkelmann**, clerk.

HOUSTON DIVISION AND REPAIR PLANTS: Pensioners: **George E. Davis**, bag & mail handler; **Edwin O. Bruns**, carman; **Louis J. Foyt**, boilermaker; **Frank N. Toler**, traveling accountant; **Jeff Allen**, asst. section foreman; **Alf B. Harvill**, electrician; **Ena Wiltz**, machinist helper.

LAFAYETTE DIVISION: Pensioners: **Geerd L. Reussien**, carman helper; **Robert S. Salsman**, agent; **Joseph White**, boilermaker helper; **Stephen Fletcher**, carman helper.

LOS ANGELES DIVISION AND REPAIR PLANTS: **T. J. Bonura**, shop car inspector; **W. Culton**, utility tractor operator; **L. R. Hernandez**, machinist helper; **A. J. Hunsaker**, electrician; **A. D. Jehl**, conductor; **R. K. Lanquist**, brakeman; **E. C. Todd**, locomotive engineer. Pensioners: **Otto A. Kaulbars**, signalman; **Leonard Zachry**, laborer; **Vivian O. Stone**, lead car inspector; **George R. Mack**, machinist; **Joe R. Morales**, boilermaker; **Earl D. Critchlow**, section stockman; **John C. Brown**, cook; **Donald W. Nelson**, conductor; **Austin J. Gothard**, waiter; **Bennie L. Copeland**, locomotive engineer; **Angus L. Stallings**, car inspector; **Noble E. Whitacre**, locomotive engineer; **Jesus M. Payan**, passenger carman; **James V. Griffiths**, conductor; **Leo C. Johnson**, assistant engineer; **James A. McPherson**, yardman; **Robert E. Ridgway**, telegrapher; **George B. Neff**, painter foreman; **William W. McKillip**, machinist; **Lee H. Cash**, asst. signal supervisor; **Julian T. McClain**, store room attendant; **Frank W. Schaub**, machinist; **John L. Bogle**, engine foreman; **Cecil L. Armstrong**, signal maintainer; **Arthur Hegel**, brakeman.

OREGON DIVISION: **H. E. Bucholtz**, freight carman; **G. J. Leu**, relief car inspector; **G. E. White**, locomotive engineer; **T. P. Williams**, conductor. Pensioners: **William F. Jeffries**, car inspector; **Chester R. Smith**, machinist helper; **Emmet B. Bakkum**, car clerk; **Louis Herceg**, car inspector; **Howard B. Burton**, trainmaster's clerk; **Roy Jenkins**, tender truckman; **Henry Ferguson**, janitor; **Jasper O. Levins**, yardmaster; **William E. Emigh**, conductor; **Everett E. Mendell**, machinist; **Thield K. Smith**, conductor; **Conrad Morasch**, clerk; **Peter Miller**, freight carman; **Mariano Avila**, trackwalker; **Jesus Garcia**, welder helper

SACRAMENTO DIVISION AND REPAIR PLANTS: **T. R. Greer**, machinist; **E. G. McGregor**, freight carman. Pensioners: **Bruce D. Richart**, conductor; **Alvin H. Hall**, locomotive engineer; **Carl N. Wagner**, conductor; **Manuel P. Brown**, sheet metal worker; **George A. Uhl**, machinist; **John W. Knight**, timekeeper; **Jose D. Corral**, painter helper; **Joseph H. Compton**, signal maintainer; **Clifton H. Bowman**, section stockman; **John W. Lafferty**, janitor; **Silas Radford**, millman; **Frank A. Croxen**, locomotive engineer; **Fred D. McFarland**, conductor; **Isham F. Roberts**, foreman; **Merle L. Jennings**, superintendent; **Elwyn J. Woods**, conductor; **Lovell O. Gostlin**, locomotive engineer; **James R. Belote**, locomotive engineer; **Olive J. Olmstead**, carman; **John Jovanovich**, carman; **Walter W. Payne**, fireman; **James A. Malberg**, locomotive engineer.

SAN ANTONIO DIVISION: Pensioners: **Clifford W. Hatch**, conductor; **Jessie G. Turney**, brakeman; **Monseiz Fuentez**, section laborer.

SAN JOAQUIN DIVISION: **F. C. Gandara**, track laborer. Pensioners: **Manuel T. Guerrero**, track laborer; **Fabio Banducci**, store helper.

TUCSON DIVISION: **J. D. Wiley**, locomotive engineer. Pensioners: **George H. Staymates**, locomotive engineer; **Eula D. Sharp**, carman; **Gus R. Reichelt**, extra gang foreman; **Currie E. Westbrook**, machinist; **Thomas M. Alexander**, switchman; **Jose Raso**, laborer; **Delbert V. Vinall**, switchman; **Harold F. Brown**, conductor; **Manuel J. Molina**, track laborer; **Calvin L. Dale**, section stockman; **Aurelio Montano**, coach cleaner; **Roger C. Mullins**, yardman.

WESTERN DIVISION: **D. G. Kingsland**, signal maintainer; **E. W. Garrison**, clerk; **O. V. Longley**, switchman. Pensioners: **John van der Schuur**, first officer, ferries; **George E. Schad**, agent-telegrapher; **Sam T. Chew**, janitor; **Herbert H. Young**, electrician; **Louis R. Medaglia**, asst. commissary agent; **Walter P. Gilleran**, switchman; **William E. Meuser**, clerk-baggageman; **Roy Johnson**, TOFC clerk; **Earl C. Hensley**, engine foreman; **Norman O. Dunn**, electrician; **John G. Texeira**, laborer; **William S. Gilick**, conductor; **Edward C. Bigelow**, locomotive engineer; **Frank P. Chisum**, cashier; **Errol V. Coates**, switchman; **Marguerite DeRoia**, file clerk; **Edmond M. Brooke**, clerk; **Clarence O. Stanton**, conductor; **Otto Ottonsen**, locomotive engineer; **John Yerica**, carman helper; **Erich F. Malzkuhn**, locomotive carpenter; **Lena J. Smith**, agent; **Amelia C. Jones**, coach cleaner; **Henry M. Hanson**, stevedore; **John O'Gara**, assistant foreman.

OTHERS: Pensioners: **Nebbut L. Smith**, district freight & passenger agent, Long Beach; **Albert Goliender**, passenger agent, New York; **John J. Rudden**, supervisor food cost control, Dining Car Department, West Oakland; **Lewis H. McKinney**, stationmaster, Sacramento; **Hilburn T. Ankerson**, superintendent, Mechanical Department, Los Angeles; **Warren E. Ashley**, chief, District Timekeeping Bureau, Sacramento; **Charles D. Beckwith**, chief clerk, Freight Claims, Los Angeles; **Harry Galyan**, chief train dispatcher, Los Angeles; **Andrew C. Stewart**, clerk, Traffic Department, San Francisco; **Wardell Thompson**, mail and baggage handler, LAUPT; **Gertrude M. Collins**, head clerk, Freight Claims, San Francisco; **Lawrence Cotton**, waiter, Commissary, Los Angeles; **Leona A. Dowdy**, assistant chief clerk, Typing Bureau, Accounting Dept., San Francisco; **Anne E. Flammer**, clerk, Disbursements Accounting, San Francisco; **George W. Gordon**, city freight agent, Los Angeles; **Cecil H. Hutchins**, rate clerk, Revenue Accounting, San Francisco; **Frank M. Cervantes**, clerk, Purchases & Materials, Sacramento; **Homer W. Mickens**, chef, Commissary, Los Angeles; **Rupert O. Ingram**, senior examiner, Personnel Department, San Francisco; **Fern Kingston**, file clerk, Revenue Accounting, San Francisco; **Hilda M. Day**, time tracer, Equipment & Miscellaneous Accounting, San Francisco; **Lewis W. Austin**, CTC engineer, San Francisco; **Alberta I. Ruff**, AAR clerk, San Francisco; **Fern B. Powers**, timekeeper, San Francisco; **Karl H. Olson**, multigraph operator, Duplicating Bureau, San Francisco; **Gordon S. Bass**, clerk, Equipment & Miscellaneous Accounting, San Francisco; **Clarence O. Amonette**, asst. general counsel, San Francisco; **Eugene Lineham, Jr.**, draftsman, San Francisco.

NORTHWESTERN PACIFIC: Pensioners: **Lee W. Melendy**, brakeman; **Clyde W. Moore**, conductor; **Toney Simas**, boilermaker; **William A. Slocum**, brakeman; **Charles G. Flagerman**, janitor; **Rizieri G. Simoni**, section foreman.



Retiring at Portland, Ore., recently, were Helen M. Paulson, left, lease clerk, with 29 years of service; and Marjorie D. Edwards, lead clerk, Communications Office, with 30 years.



Retiring at Tucson, Arizona, with 61 years of combined service were Senior Asst. Division Engineer and Mrs. Fred E. Tardy. Mrs. Tardy, a telegrapher-clerk, had 30 years of service. The Tardy's have been married for 25 years.



Lafayette Division Supt. E. F. Winterrowd, left, congratulates Locomotive Engineer J. P. Nepveux, retiring with 50 years of service, while Mrs. Nepveux looks on. The veteran engineer piloted Amtrak Trains 1 and 2 between Lafayette and New Orleans.

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Retiring with Long Service



Mrs. Ann M. Winant, timekeeper, Accounting Dept., San Francisco, 30 years.



E. A. Whitson, asst. water and fuel supervisor, Sacramento, 45 years.



Mary Louk, carman helper, Eugene, Ore., 30 years.



Vito Andreatta, machinist, Roseville, Calif., 48 years.



L. E. Adams, agent, Willcox, Ariz., 45 years.



Rudy Jelicich, material foreman, Bayshore Yard, San Francisco, 47 years.



Manuel Cabrera, laborer, Mechanical Dept., Sacramento, 35 years.



Salvador Valdenegro, carman, Tucson, Ariz., 37 years.



Alfred J. Collins, extra gang laborer, Lafayette, La., 44 years.



C. E. Sorenson, secretary-clerk, Bur. of Transportation Research, San Francisco, 47 years.



Joe Lapee, MofW clerk, SD&AE, San Diego, Calif., 32 years.



Henry Z. Valenzuela, carman, Tucson, Ariz., 31 years.



Mrs. Frances Brimer, timekeeper, Accounting Dept., San Francisco, 30 years.



Masimo Cisneros, electrician helper, Sacramento, 47 years.



C. R. McNay, general inspector, air conditioning and lighting, San Francisco, 36 years.



Fred Griggs, chief draftsman, Sacramento, 50 years.



Ralph Love, trackwalker, SD&AE, San Diego, Calif., 43 years.



B. A. Palmer, industrial engineer, San Francisco, 37 years.

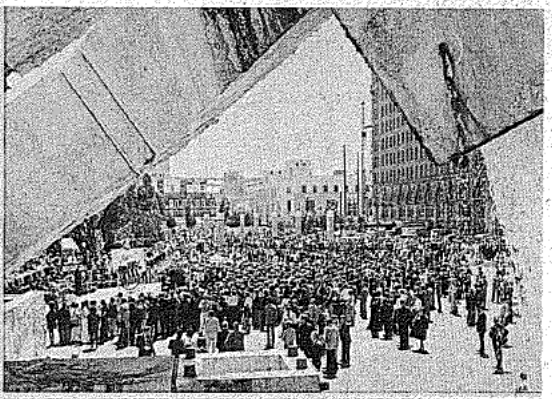


George J. Roman, head clerk, collection Dept., Houston, 51 years.



William Jackson, messenger, Zone Accounting, San Francisco, 36 years.









To kick off the 1973 United Bay Area Crusade, 13 San Francisco-based firms, including Southern Pacific, sponsored a rally and hot air balloon race on August 24. The gala affair was dreamed up and promoted by Larry A. Costick, assistant general manager, Natural Resources, who is campaign chairman for our UBAC drive, and members of his committee. About 3,500 people attended the rally in San Francisco's Justin Herman Plaza. Lending their presence were musical stars Carol Channing and Frankie Laine, a group of Playboy Bunnies, the Forty-Niner Nuggets, and several TV personalities. The crowd also heard about UBAC's $17.5 million 1973 campaign goal. LEFT: Balloon ascends for race across San Francisco Bay. ABOVE RIGHT: Part of crowd is framed by Vaillancourt Fountain, Our General Office Building appears at right. ABOVE: Carol Channing pulls ribbon releasing hundreds of small balloons. Larry Costick applauds at right. Photo at left by John F. Kelly, Jr., C&H Sugar Co.

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